

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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Information

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(FOR KEY SEE REVERSE)

The following is a summary of information on Soviet and East German air activities in East Germany, observed prior to 2 February 1955:

A. Airfield Occupation:

1. MIG-15's:

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- a. Erfurt-Bindersleben: 4 on 14 January.
- b. Finow: about 60 on 22 January.
- c. Koethen: 18 on 21 January.
- d. Merseburg: 19 on 23 January.
- e. Neuruppin: 24 (and 2 YAK-11's) on 19 January.
- f. Peenemuende: 8 on 12 January.
- g. Puetnitz: 14 on 20 January.
- h. Rechlin-Laerz: at least 35 on 21 January.
- i. Wittstock: 14 (and also 8 IL-28's and 9 aircraft believed to have been IL-10's) on 28 January.¹

2. IL-28's:

Werneuchen: about 40 on 24 January.

3. IL-10's:

- a. Brandenburg-Industrieafen: 34 on 21 January.
- b. Stendal: none on 25 January.²

4. PO-2's:

- a. Dresden: 3 on 20 January.
- b. Schoenwalde: 3 on 20 January.

5. YAK-11's:

Drewitz: about 12 on 22 January.

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6. Vacant Airfields:

- a. Brandis on 27 January.
- b. Dessau on 21 January.
- c. Doeberitz on 18 January.
- d. Rothenburg on 11 January.

B. Air Activity:1. General:

Fighter units of the 24th Air Army and the ground-attack regiments at Brandenburg conducted flights in elements of two, aerobatics, high-altitude flights and air attack exercises.

2. Bautzen and Drewitz:

On 21 and 22 January, YAK-11's flew in elements of two at both airfields.

3. Brandenburg-Briest:

Night flights by individual aircraft took place on 21 January from 2100 to 2330 hours.

4. Cottbus:

New aircraft, described as small single-engine planes of greater speed than trainers observed previously, were observed for the first time during the air activities on 21 January.³

C. Shipments:

1. Cottbus: On 17 January, heavy-duty flatcars loaded with crates, presumably containing aircraft, arrived at the Cottbus railroad station where they were heavily guarded by Soviet sentries. The cars were no longer seen on 19 January. While the destination of the shipment is not known, there were indications that it did not leave Cottbus on one of the main railroad lines leading west or south.⁴
2. Dessau: On 21 January, 15 railroad tank cars were observed on the shunting track on the southern side of Dessau airfield. It is not known whether they were full or empty.⁵

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D. Preparations for the Re-occupation of Oranienburg Airfield.

The installation of runway lights was started on 23 December. The lamps, which are 50 to 60 meters apart on both sides of the runway, are approximately 30 centimeters high. The containers at the fuel dump have not yet been filled. The PO-2's are still being refueled from tank trucks. The army units now stationed in the Weisse Stadt area will allegedly be transferred to Vegelsang in six to eight weeks. [redacted] the airfield will be occupied by a bomber unit after the departure of the army troops.⁶

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E. Security Measures:

According to observations made at Neuruppin airfield on 22 January, all German craftsmen employed there were closely watched by Soviet sentries. Security measures at Brandis airfield have also been intensified. Between 500 and 600 recruits wearing black-bordered blue epaulets received military training at the airfield. Although no aircraft were on the field, the runway was kept free of snow.

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Comments:

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1. The presence of IL-28's and IL-10's at Wittstock was probably connected with exercises at the Schweinrich troop training grounds, presumably held by units of the Third Shock Army.

2. About 25 IL-10's were previously observed at Stendal. It is not known whether the aircraft have departed or have been moved into the hangars.

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3. The aircraft may be jet trainers.

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4. This may indicate the arrival of the new aircraft mentioned in the preceding paragraph.

5. Fuel containers in the area of the former Junkers aircraft plant presumably are used for fuel storage.

6. New quarters are known to have been constructed near Vogelsang. The consolidation of the units in Weisse Stadt with other elements of the 25th Tank Division in Vogelsang appears logical..

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